

Spotlight



News about the Illinois 83/137 Study

This newsletter was developed by the Illinois Department of Transportation to keep you informed about the IL 83/IL 137 Study.

IDOT PROGRESSES PROJECT STUDY

In 2012, IDOT began studying potential improvements to an 11-mile section of Illinois Route (IL) 83 (Milwaukee Avenue/Barron Boulevard) and IL 137 (Buckley Road) in Lake County. The project study extends on IL 83 from IL 132 in Lake Villa south through the villages of Round Lake Beach and Grayslake to IL 137 then south on IL 137 to east of US 45 in Libertyville, as illustrated to the right. In this region, IL 83 and IL 137 serve as a main north-south corridor for servicing local and regional traffic. The existing lane configuration varies from two through lanes with various turn lanes to five lanes.

The IL 83/IL 137 project is in what is termed a Phase I Study, which involves preliminary engineering and environmental studies. More information about the status of the IL 83/IL

137 project and the study process is provided on the following pages.

The first IL 83/IL 137 public meeting was held on March 6, 2012.

Highlights of the comments that were received include:

- Work with property owners along the route
- Rebuild the intersection of IL 83 and IL 120
- Crosswalks, sidewalks, street lighting are important
- Protection of environmental resources is important
- There are congestion, access and safety issues

PHASE I

Preliminary
Engineering &
Environmental
Studies

PHASE II

Contract Plan
Preparation &
Land
Acquisition

PHASE III

Construction



The study limits begin at IL 132 in Lake Villa and extend south along existing IL 83 through Round Lake Beach to the intersection of IL 137 in Grayslake. The study corridor continues southeast along IL 137 to just east of US 45 in Libertyville for a total of 11 miles.

Project Funding

The IL 83/IL 137 preliminary engineering and environmental study (Phase I) was funded in previous IDOT fiscal-year programs. Funding for contract plan preparation (Phase II) is included in the Department's Fiscal Year 2016-2021 Proposed Highway Improvement Program. Funding for land acquisition (Phase II), construction (Phase III), and construction engineering are not currently included in the Department's Fiscal Year 2016-2021 Proposed Highway Improvement Program. However, this project will be included in IDOT's priorities for future funding consideration among similar improvement needs throughout the region.

CONTACT INFORMATION

IL83/IL137

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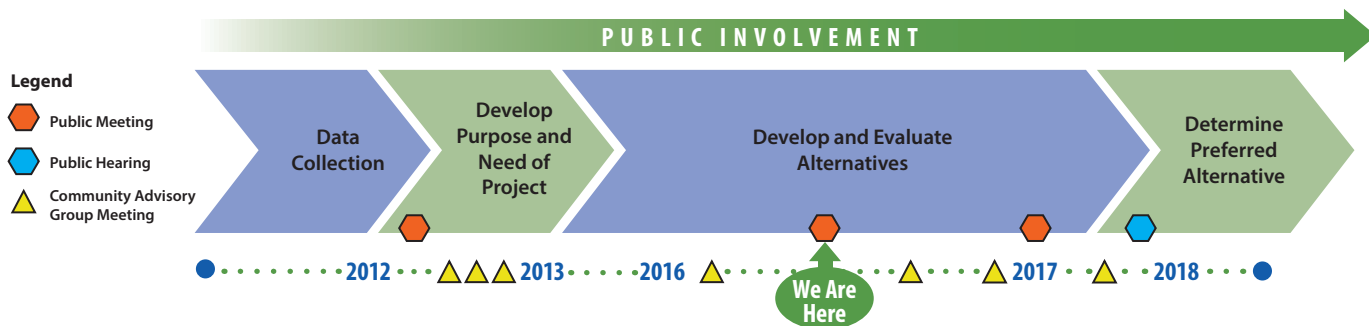
Phone: (847) 705-4103

Website:

www.idot.illinois.gov/projects/il83-137-study



PHASE I STEPS



Context Sensitive Solutions

Context Sensitive Solutions (CSS) is a collaborative approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities that fit into and reflect the project's surroundings, its "context." Through early, frequent, and meaningful communication with stakeholders and a flexible, creative approach to design, the resulting project should improve safety and mobility for the traveling public while preserving and enhancing the scenic, economic, historic, and natural qualities of the settings through which they pass.

Community Advisory Group

As part of the CSS process for this project, IDOT formed a Community Advisory Group (CAG). The CAG is comprised of community representatives, including community group leaders, elected officials, representatives from local municipalities, homeowners, and business owners. The CAG meets with IDOT at key milestones to review study progress and provide input to ensure that values and interests of the community are incorporated into project solutions. To date, the CAG has met four times and it will continue to meet at project milestones moving forward.

Project Purpose and Need

The Purpose and Need Statement consists of three main parts, which include identifying the project purpose, need, and goals/objectives. The Purpose and Need serves as the foundation for the identification and evaluation of project alternatives; basically, once the Purpose and Need is established, any alternative that is carried forward for evaluation must meet the goals and objectives of the Purpose and Need statement. Each alternative that is carried forward for evaluation must provide an answer as to: how does it address the PURPOSE of the project and how does it address the NEED for improvements.

Project Purpose: The purpose of the proposed action is to improve safety, improve mobility, and improve multimodal opportunities along Illinois Route 83/137 from Illinois Route 132 to just east of U.S. 45

Project Goals: Project goals provide a framework and vision for the desired project outcome. Project goals identified by the CAG are:

- Provide safe connections and easy access between all modes of transportation
- Increase students walking and biking to schools
- Decrease traffic congestion
- Provide compatibility with village comprehensive land use plans
- Provide and preserve community aesthetics
- Protect natural resources

Public Meeting #1 – Mar. 2012

Purpose:

Learn about the planning process and public participation opportunities for the IL 83/IL 137 Study

CAG Meeting #1 – June 2012

Purpose:

Identify study corridor issues and needs

CAG Meeting #2 – Sept. 2012

Purpose:

Review Project Problem Statement and Purpose and Need Statement; establish project goals

CAG Meeting #3 – Nov. 2012

Purpose:

Alternatives development workshop

CAG Meeting #4 – Jan. 2016

Purpose:

Discuss alternatives evaluation and screening process and provide feedback on range of alternatives

Public Meeting #2 – May 2016

Purpose:

Present the project's purpose and need and range of alternatives and obtain public input

Alternatives Evaluation and Screening

A range of project alternatives are being considered to address the project's Purpose and Need, including a no-build alternative. With a no-build alternative, work on the roadway would be limited to short-term maintenance activities, resurfacing improvements, and minor changes to improve safety at high volume intersections.

A 2-lane alternative and three basic types of 4-lane alternatives were evaluated. The

2-lane alternative included one lane in each direction with a center turn lane. The 4-lane alternatives all included two lanes in each direction and either a barrier (raised curb) median, flush median with center turn lane or depressed (grass) median (this option was used in rural areas with higher speeds). The 2-lane alternative did not meet purpose and need and was dismissed from further consideration.

The remaining alternatives are being screened against detailed evaluation criteria, which can include the project goals established by the CAG, land acquisition impacts, environmental impacts, cost, and engineering factors.

Range of Alternatives

Based on land use and existing roadway conditions, this corridor was divided into three sections, and alternatives were developed for each.

North Section – IL 83 from IL 132 to Washington St.

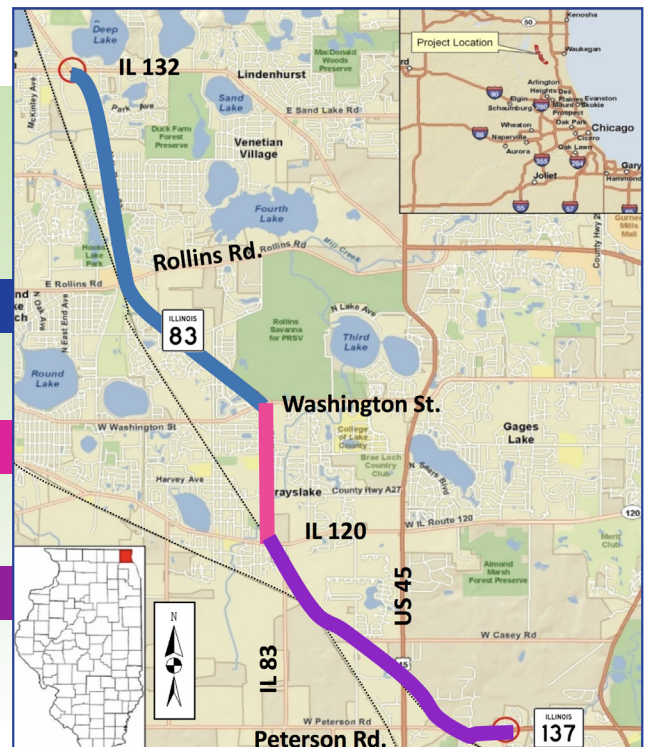
- Suburban
- Moderate development

Central Section – IL 83 from Washington St. to IL 120

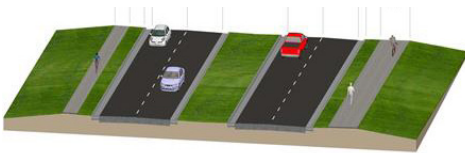
- Urban
- Highly developed

South Section – IL 137 from IL 83 to east of US45

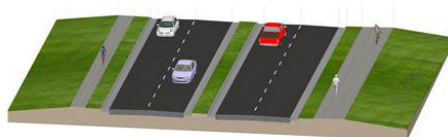
- Rural
- Low development



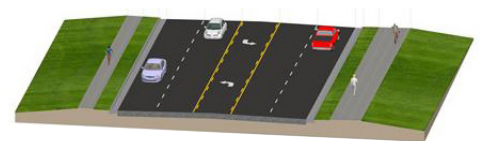
Typical Urban Four-Lane Section with Raised Median (North Section and Central Section)



Typical Urban Four-Lane Section with Narrow Raised Median – used in combination with Roundabouts (Central section - provides a narrower median that would reduce the footprint. This design would not allow left turns within the section but would be used in conjunction with roundabouts placed within the section to allow right-in right-out access to the properties)



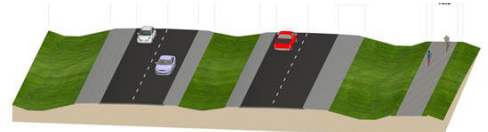
Typical Urban Five-Lane Section (Central section and a portion of the North Section)



Bicycle and Pedestrian Facilities

Alternatives include a multi-use path along the east side as well as a sidewalk on the west side where there is an existing path or a need for one.

Typical Rural Four-Lane Section with open shoulders and ditches (South section – speed of 45-55 mph requires larger footprint with ditches.)



Access Management

Definition

Access management is the control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway.

(TRB Manual)

Purpose

- To balance safety and mobility with access

Effect

- Reduce conflict points
- Free-up through traffic

Raised Curb Median

- Raised curb medians separate traffic and direct motorists where to access properties.
- Turn lanes are used to queue separate movements and to “free up” through traffic
- Raised curb medians provide opportunities for improving aesthetics



Roundabouts

A roundabout is an intersection where motorists yield to traffic circulating in a counterclockwise direction around a central island.

Advantages:

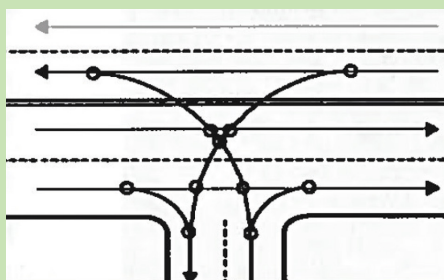
- Reduces accident rates and severity
- Reduces vehicle delay
- Low equipment maintenance and electricity costs
- Reduces noise and improves air quality due to reduced delay

Disadvantages:

- Typically requires a larger amount of right-of-way
- Requires education of drivers on how to proceed through a roundabout
- No crossing signal for pedestrians

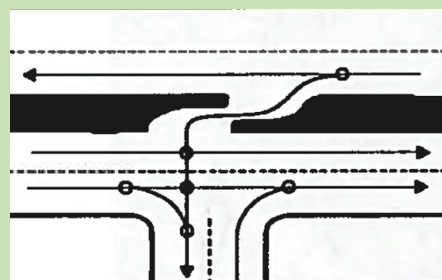


Before Access Management



11 Conflicts

After Access Management



6 Conflicts

The proposed median greatly improves safety throughout the corridor by managing access. Each access point creates potential conflicts between through traffic and traffic using that access. Each conflict is a potential crash. Managing access separates the access points so that turning and crossing movements occur at fewer locations. This allows drivers passing through an area to predict where other drivers will turn and cross, and also provides space to add turn lanes.

Next Steps

- Further refine alternatives using feedback
- Screen alternatives to determine alternatives to be carried forward
- Public Meeting #3 tentatively Winter 2016